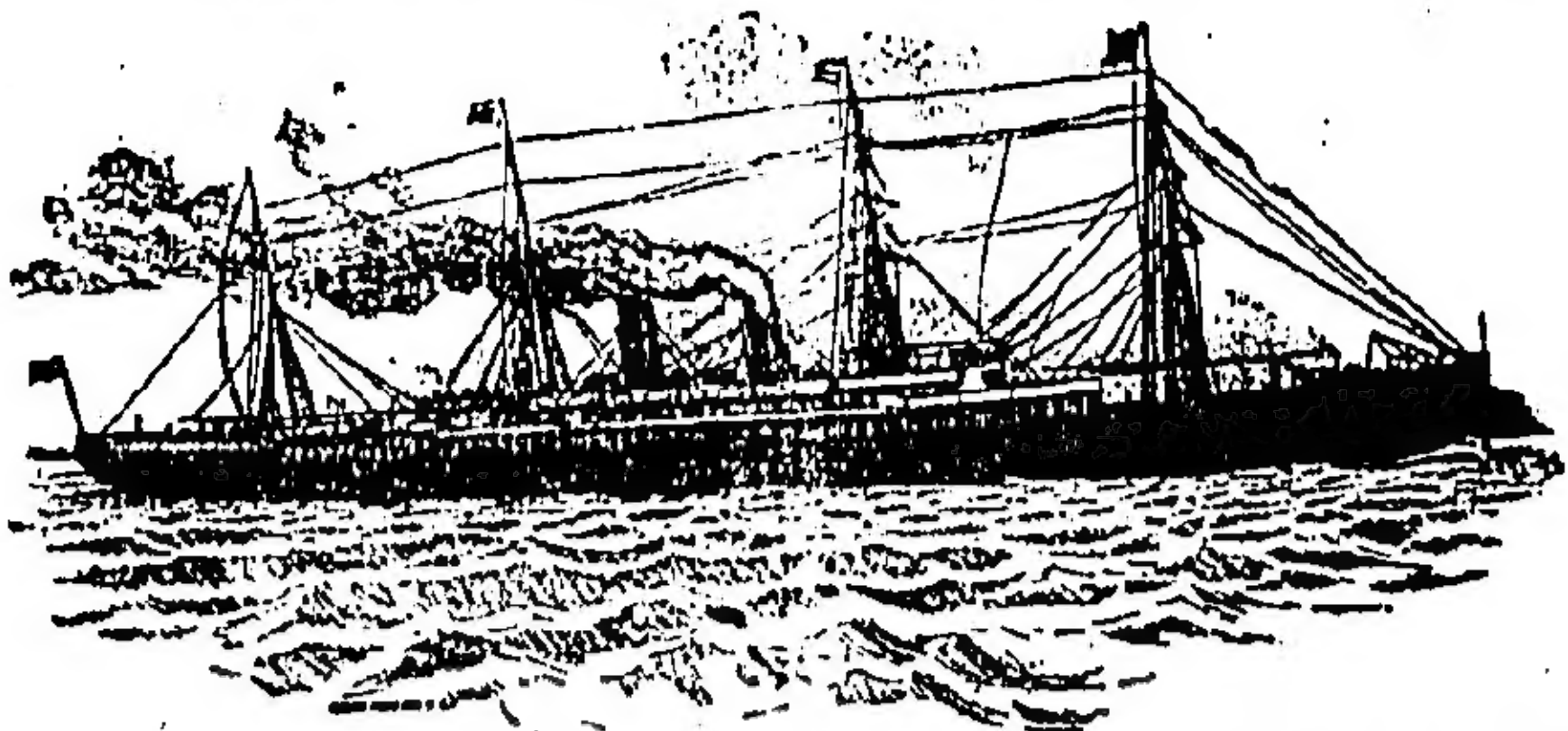


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIC"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"CORTIC"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

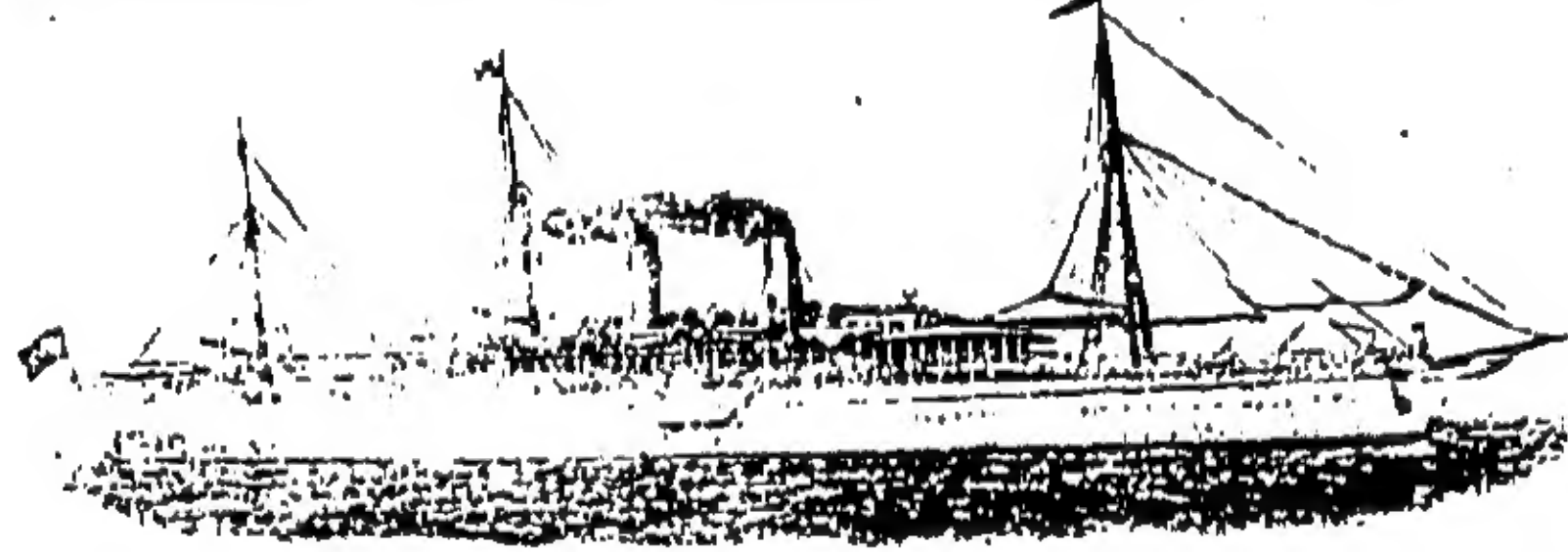
FEATURES OF THIS LINE.

The largest and steepest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd August, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed to Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 2nd November.

Hongkong to London, 1st Class, £60. 1st St. Lawrence £60. 1st New York £62.

Hongkong to London, Intermediate and 2nd Class, £42.

Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 5th August, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUBIA	HAVRE and HAMBURG.	13th August. Freight.
Habel	(Calling at S'PORE, PENANG & COLOMBO).	
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August. Freight.
Rorchen	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA	HAVRE and HAMBURG.	27th August. Freight.
(ex HAMBURG)	(Calling at S'PORE, PENANG & COLOMBO).	
Andalusia	HAVRE and HAMBURG.	10th Sept. Freight.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	
SAMBIA	HAVRE and HAMBURG.	20th Sept. Freight.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
Scandia	HAVRE and HAMBURG.	4th October. Freight.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
Suevia	HAVRE and HAMBURG.	18th October. Freight.
von Dohren	(Calling at S'PORE, PENANG & COLOMBO).	

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 4th August, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUAI STREET.

REASONABLE FEES.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5-30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2-30 P.M. and 5-30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain H. D. Jones.
-------------------------	-------------	----------------------

Departures from Hongkong to Macao on week days at about 1 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7-30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7-30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7-30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Wilcox.
"NANNING,"	569 "	C. Rutchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAVA PORTS	First half of August	JAPAN VIA SHANGHAI	First half of August
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

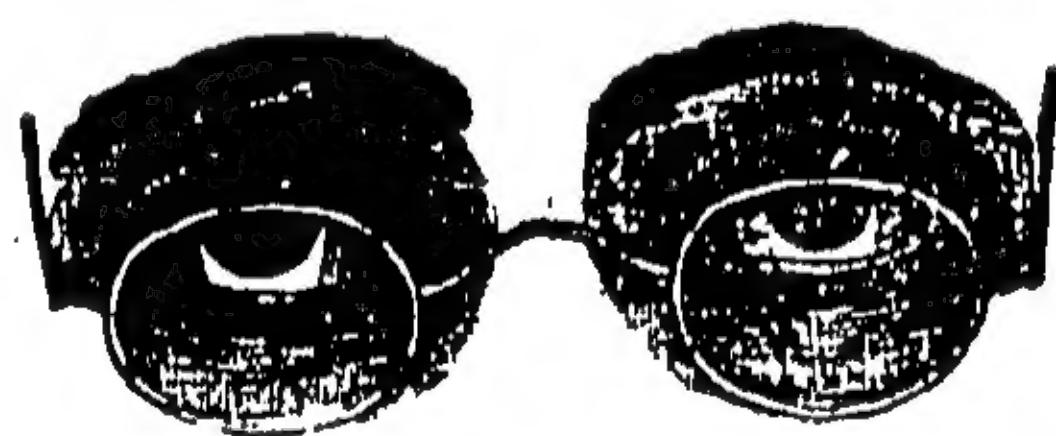
For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 2nd August, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

TUBORG BEER. LEVY HERMANOS.

A FIRST CLASS PILSENER BEER, DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

40, QUEEN'S ROAD, Watson's Building.

1785

501

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHANDS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agent for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1904.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

11

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

Is in a position, in his New and

modest Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 12th September, 1903.

1784

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer Oceanien

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) \$0.80 per lb.

EYSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE.....Per Bottle \$1.50

CHERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.75

CHERRIES in BRANDY....." " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[797]

Hotels.

THE RAMSGATE OF HONGKONG.

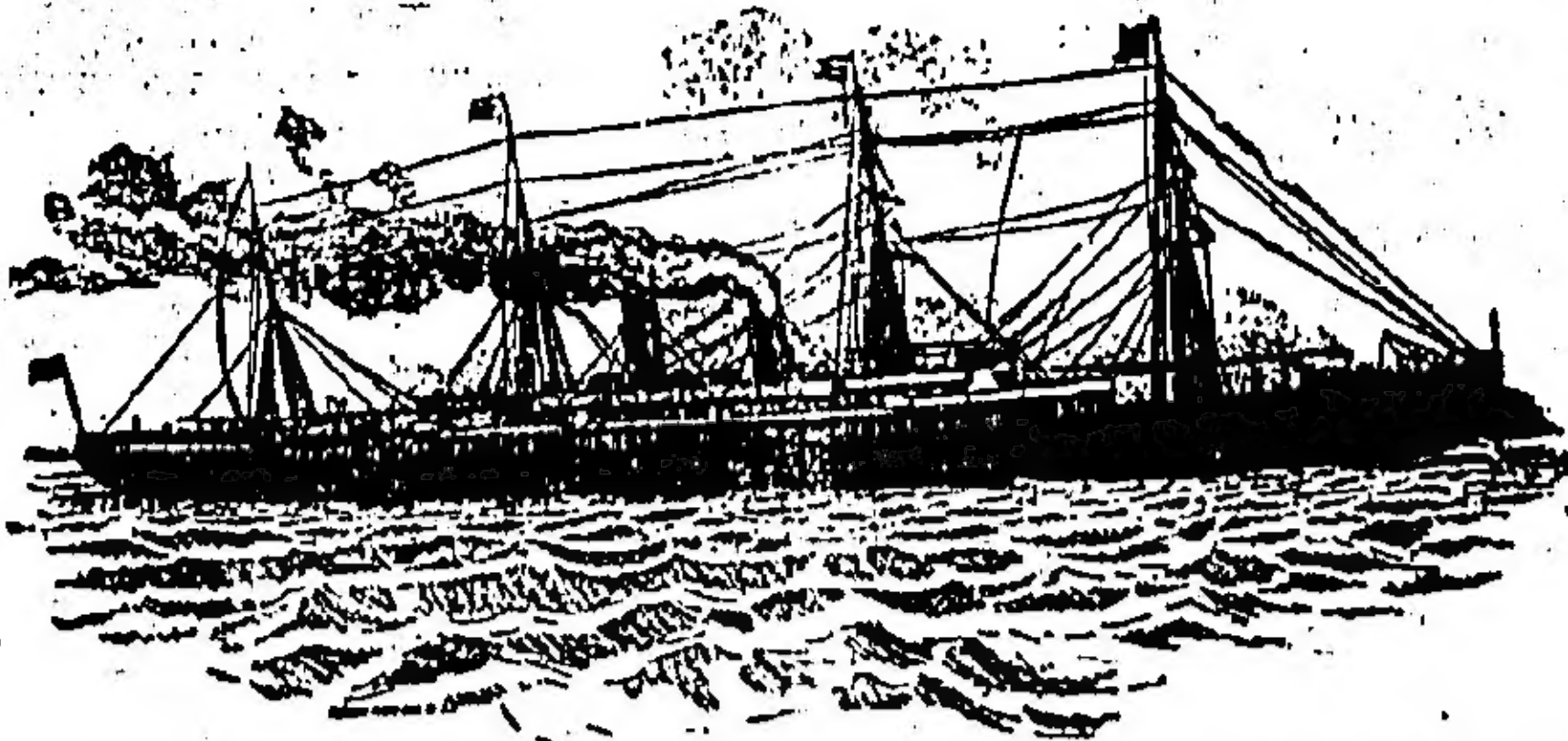
METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road—half-an-hour by ricksha.

The only House on the Road.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
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"OHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIC"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"COPTIC"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

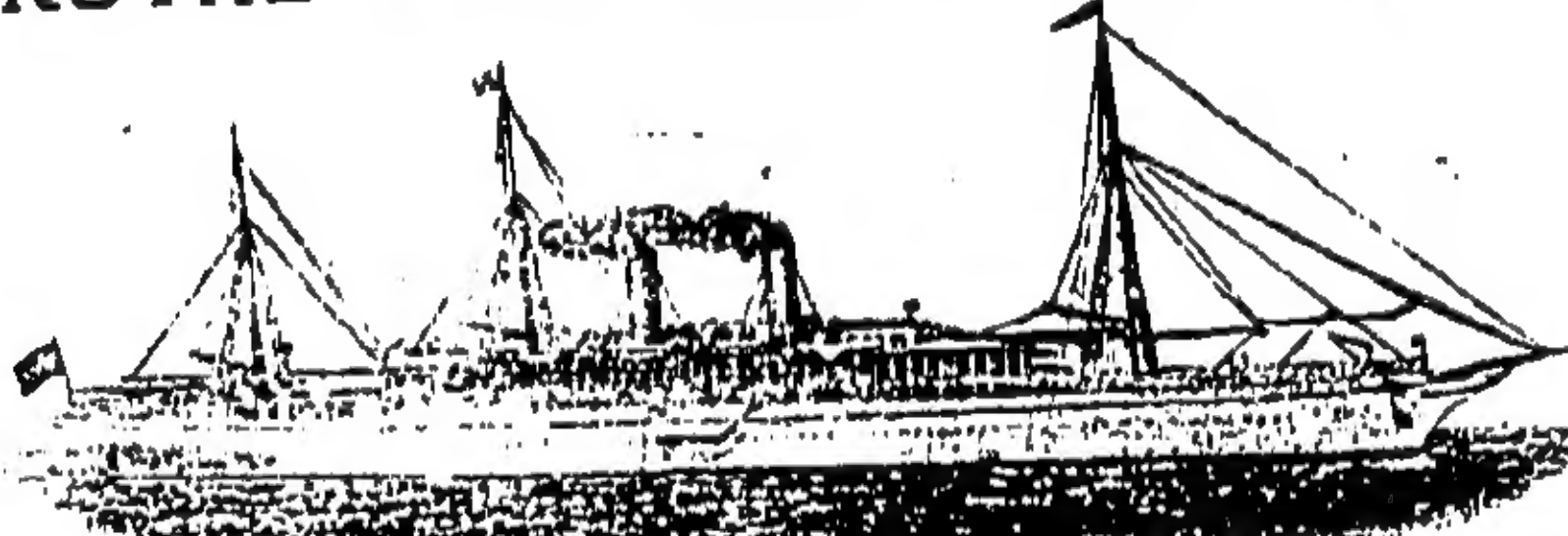
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd August, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 5 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamship—5,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	5,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	5,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	5,000 "	WEDNESDAY, 10th October.
"TARTAR"	4,425 "	WEDNESDAY, 2nd November.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 5th August, 1904.

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Hongkong, 5th August, 1904.

Hongkong, 5th August, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	2,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M. For

During the summer months the time of leaving fluctuates to suit the tide at Macao. For

further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about

7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about

7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	1,888 tons.	Captain J. Wilcox.
"NANNING"	1,569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about

8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation

and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAVA PORTS	First half of August	JAPAN VIA SHANGHAI	First half of August
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

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OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
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Hongkong, 2nd August, 1904.

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IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
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DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

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Special Prices for Quantities.

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Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. "THREE YEARS"

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EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

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REASONABLE PRICES.

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THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

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GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

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Ice House Road.

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in the Colony or in any part of the Far East.

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THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with Work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
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Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer Oceanic

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) \$0.80 per lb.

EYSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE Per Bottle \$1.50

CHERRIES " " 1.50

ASSORTED FRUIT " " 1.50

CHERRIES IN BRANDY " " 1.75

APRICOTS " "

The C. N. Co's s.s. *Changsha* from Australian Ports, left Sydney on 19th ult, and due here on 11th inst.

TELEGRAM.

(Reuter's.)

The War.

LONDON, 3rd August.

The Russians have evacuated Haicheng. In a despatch from General Kuropatkin, he expresses a hope that the troops having retreated to the main position, after heavy losses, will be able to maintain it against an enemy numerically superior.

Admiral Alexieff has gone to Harbin and from there proceeds to Vladivostok.

General Kuropatkin reports that the troops withdrew from Haicheng, unmolested, by Anshanchang road, and though carts were provided to carry the coats and kit, the troops suffered terribly, from the heat, and there were a number of cases of sunstroke.

"PHYSICIAN HEAL THYSELF."

If there is one community in India, who are always preaching justice, equality and the brotherhood of man and clamouring and are loud in their complaints in regard to their political rights, they are the Hindus. Yet the hard, rigid and almost cruel social system under which some of the lower classes, more especially the Mahars, are kept at arm's length and looked down, is, to say the least, by no means creditable to their claim for leniency and humanity. Not only are these backward classes debarr'd from every privilege of social gatherings and functions, on all religious and festive occasions, not only are they and their children treated as pariahs, but their touch, even their shadow is looked upon as rank pollution. As an instance in point we may mention that about a couple of years ago a wretched Mahar happened to quench his thirst in one of the public springs of the village in which he lived. An hue and cry was instantly raised by the Brahmans and poor Dhondus was forthwith hauled before a Second Class Magistrate for wilful pollution and the Magistrate in his supreme wisdom fined the Mahar eight rupees. (This coming to the knowledge of the English Collector of the District the case was taken to the High Court who quashed the conviction and ordered the fine to be refunded. For ought we know, there may be some hundreds of such cases of petty and galling tyrannies which these wretched people have to suffer every day of their lives. These Mahars have recently petitioned the Government of Bombay, to help them to raise their status in relation to that of the various other communities under their administration. That the Government will readily give a sympathetic consideration to the memorial there is not the slightest doubt. The deadening and depressing conditions amidst which the low classes have to live, the entire lack of hope for them under the hard and rigid social system, give them a just claim upon the generous consideration of an upright and just administration like the British. But the Government will have to reckon with the so-called high Caste Hindus, and as the *Rail Gazette* of Bombay says "There is a deep-rooted antipathy and hatred on the part of the Hindu Community against the Mahars which cannot be easily eradicated and the present condition can only be ameliorated even by such a powerful machinery like that of the Government of Bombay by slow and tentative measures. If the high caste Hindus are as foolish as to advance the old obsolete arguments which cannot for one moment hold water in these days of civilization and progress they would be cutting their own throats as far as the other communities in distant parts of the world are concerned. The South African Government and the people of the Transvaal who are at present endeavouring with all their might and main to prevent the coloured nations, the Hindus included, from entering their country would be the first to taunt them and say *Physician heal thyself*. They are bound to urge that it does not become a nation, who are accustomed to keep their own countrymen and co-religionists at arm's length, to thrust their presence upon those who do not care to receive them in their territories."—Contributed.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st August.

	1903	1904
Tytan...	0' 0" level	1' 13" below
Byewash...	—	12' 11" below
Pokfulam...	0' 33" below	1' 23" below
Wong-nai...	0' 0" above	1' 7" below
Cheong...	overflow	overflow

	1903	1904
Tytan...	384,800,000	373,250,000
Byewash...	7,145,900	7,145,900
Pokfulam...	63,000,000	63,350,000
Wong-nai-cheong...	30,308,000	16,996,000

Total..... 480,208,000 460,941,000

Consumption of Water in the City of Victoria and Hill District during the month of July.

	1903	1904
Consumption...	138,353,000	133,702,000 gallons
Estimated population...	219,600	224,000

Consumption per head per day..... 22.3 19.2 gallons

Constant supply during the whole month of July, 1903. Intermittent supply up to 3rd July, 1904 inclusive.

Consumption of Water in Kowloon Peninsula during the month of July.

	1903	1904
Consumption...	14,043,000	15,394,000 gallons
Estimated population...	62,950	68,800

Consumption per head per day..... 7.2 7.2 gallons

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES, P.W.D., Water Authority.

THE WAR.

THE EVACUATION OF HAICHENG.

In another column we print an official telegram from Mr. M. Noma, Consul for Japan, announcing the occupation, by the Japanese army, of Haicheng and Newchwang. It will be of interest to learn a few particulars of the former city which has a most interesting history.

Haicheng was perhaps in bygone ages, as its name implies, on the sea, which is receding further and further away from the Manchurian plain. It has played no small part in the history of the country. In the early part of the Christian era it was one of the great frontier towns of Korea. When the Koreans were driven from Liao plain to the eastern mountains they built beacons and frontier strongholds all along the edge of the plain. Many of these beacons can be seen to-day by the traveller along Russian railway.

About A. D. 650 it was besieged by the last Emperor of the Tang dynasty, and after a long period capitulated. Thence the Koreans fled eastward and made their final stand against the same enemy in the long-extinct volcano near Feng-wang-cheng. Again defeated they fled over the Yalu, and ever since have been only a small kingdom "Tang-wang-shan, or Keng Tang's Mount," was the headquarters of the besieging army. Haicheng has always been an important stronghold, and its walls have been kept in good repair. They are about 40 ft. high and pierced by four gates but no bastions.

WHEN THE JAPANESE FOUGHT.

The Japanese made a most successful attempt and captured this city towards the end of 1894. They had only mountain guns, brought from Korea through the hill, and for some time their position was a dangerous one. In the depth of winter they found it almost impossible to make earthworks, but that they could use the sand of river-bed for sand-bag protections. They also blasted the rocks on the surrounding hills and made rough forts. The Chinese army was in the villages beyond Pa-li-ho, and with five Krupp guns virtually defeated a strong Japanese force, but not realising the damage inflicted retreated during the ensuing night to old Newchwang.

The famous robber chieftain, Han Pien Wai, was engaged by the Chinese to drive the Japanese out. He made two attempts, marching with many banners to the north gate, in neither instance realising that the Japanese were hid in snow-covered trenches on two hillocks he was badly defeated. At the end of the summer of 1900 a small Russian force captured and held this city against a determined attempt of the vice-governor of Mukden, Chin Chang, who with his Boxer hordes tried to recapture it. His men, who were quite bullet-proof as they imagined, were mown down, and thus the Boxer power in Manchuria was smashed.

A LIKELY BATTLEGROUND.

The town has been under an able magistracy for the past few years, who has bravely striven to clear the surrounding country of robbers. He did so well that the Russians left him a free hand and vacated the city at an early date. Haicheng with its natural fortresses, and situated as it is at the junction of several trade routes and on the railway, has proved, as was correctly supposed, to be the objective of any Japanese force which may cross the Yalu into Manchuria.

The population is estimated at from 15,000 to 20,000 including many Mahomedans, who will support either side as fortune may determine. The common people have made much money of the Russians, and seem to bear them no ill-will. Beyond the crenellated parapet can be seen roofs of houses forming the western suburb of Haicheng, and beyond is the wide portion of Haicheng River. In the distance to the left is the Tang-wang-shan, a bluff 700 ft. high, held by the Japanese in the campaign of 1894-5. The Japanese mounted earthen-ware jars and logs of wood as guns, and so skilfully wrapped them up in red cloth coverings that the local Chinese reported to their army that the Japanese had brought heavy artillery, whereas the Japanese had only light mountain guns against the Chinese Krapps. However, the logs of wood served their purpose, for the Chinese did not dare to attack the position.

ANOTHER IMPORTANT POINT IN THE STRATEGIC POSITION.

Another important point in the present aspect of the land campaign is Sijuen, a very old Chinese town on a high level plain about midway between Haicheng and Taku-shan. Many trade routes pass through this centre. The local business is not very prosperous as compared with former ages. The population is about 15,000. The property is largely owned by Manchurian bannermen, who hinder progress and stop trade development. These rich landlords were nearly ruined in 1894 when the retreating Chinese army, enraged by the cowardly desertion of the Manchurian forces at Pingyang, especially destroyed the houses of these landlords. They also burnt nearly all the shops, which were owned by Manchus and only rented to the Chinese.

THE SACKING OF SIJUE.

The town has never properly recovered the sacking of it by the Chinese army which was retreating before the Japanese. Near the gates are brick walls, otherwise the town is protected by an irregular earth rampart of the private walls of native compounds. One of the gateways is very old indeed; it probably dates back to the time of the Koreans, who were driven from here about A. D. 650. Sijuen is the centre of the wild or oak silk district. It also gives its name to the jadeite quarries twenty miles distant. The district is usually very quiet; bands of robbers are unknown as the mountain village guilds keep good order. The region to the north and west is rough and wooded, supplying the towns of Kaipeng-Newchwang port, and Haicheng with fuel, especially charcoal. The food of this region is maize together with a small quantity of other cereals.—Ex.

AT LIAOYANG.

FRENCH CORRESPONDENT'S IMPRESSIONS.

M. Raymond Reconvy, war correspondent of *Le Temps*, has contributed to that journal the following account of his impressions of Liao-yang, which the *Kobe Herald* translates from *L'Echo de Chine*—

To travel at this moment from south to north by the Trans-Manchurian Railway is like battling against a very rapid current. At each station it is necessary to stop in order to allow the passage of military trains. Those which we saw were carrying artillery. On trucks were guns and gun carriages. In closed waggonettes were horses arranged lengthwise, four on each side, while in the centre men engaged in cooking were standing or sitting. These railway waggons have come to be the troops' homes, in which they install themselves as if for a permanent residence. The Russian excels in adapting himself to live anywhere, in the tiniest space he makes his bed, prepares his tea, and eats the provisions which he has brought with him. He is not troubled by any need for comfort, for scrupulous cleanliness, or for tidiness. Those things appertain to the refined, men softened by a too luxurious life. He, the Russian, belongs to the youthful section.

What can be more moral than to see a wife following her husband wherever he goes? It is code enjoins this upon the newly wedded. Well, here, in spite of the dangers of war, in spite of the crowding and the difficulty of procuring a resting place and the most necessary articles, and in a country which used to derive all its supplies from the sea, and where the maritime communications are now destroyed, many of the railway employees, both subordinates and their superiors, are accompanied by their wives, as are also some even of the military officers. The other day, at a station, I visited a Captain of Engineers, who commands a section of the railway. The officer received me very courteously, offering me the only chair he possessed and himself sitting unceremoniously on the bed. The room was quite small, like a student's chamber. As we talked, my eyes noted successively a woman's veil, half wrapped in paper, and a pair of elegant boots. I then observed that a screen shut off a corner of the apartment. Doubtless the owner of the veil and boots was to be found behind it and I thought to myself that the Chinese screen sheltered some passing love affair. But, two minutes later, the Captain told me, simply and smilingly, that he was married, and that his wife, suffering a little from fever, was sleeping there behind the screen. "A la guerre comme à la guerre!"

My official instructions directed me to go to Mukden, where the Viceroy resided, but at Liao-yang I obtained permission to remain there for a few days. Liao-yang, the point of concentration of all the troops, is much more interesting of the two places. It is a great Russian town in process of growth. Purely administrative in character, it radiates round the railway station, the germ from which all has sprung. Small, low buildings, strictly alike, arranged in straight lines, with equal space between, monotonous and symmetrical like all administrative constructions, shelter the numerous Government offices. A small bellry rising from one of the houses marks the Church, which the Russians take with them everywhere. On all sides building is actively in progress; the little town into which men and roubles are flowing by thousands giving birth to all sorts of adjuncts; hastily constructed shops, taverns, and enclosures in which the camp followers are massed together pell mell. On a siding, close to the station, six railway carriages constitute the palace of the Generalissimo; a travelling palace which is attached to a locomotive from time to time, and which follows its master everywhere. Near at hand, also in railway carriages, are the foreign Military attachés. But a brick building is now being provided for these gentlemen, a fact which seems to indicate that their stay at Liao-yang is likely to be a long one. The centre and meeting place of all this little world is the buffet, the poor and mournful buffet of a small railway station. It suffers from a lamentable lack of chairs, does the buffet of Liao-yang. When the foreign attachés are all seated at the large table which is reserved for them, there remain very few seats for the numerous Russian officers, and still less, of course for the humble members of the civil service, unprovided with sword or gold button. Consequently quite a crowd of would-be feeders gathers round the door in the hope that sooner or later some of those who are seated will make way for them. In the neighbouring courtyard horsemen are dismounting every moment, jumping precipitately from their Trans-Baikal or Mongolian steeds; Cossack officers from the Caucasus, in Asiatic costume with long "caftans" and high Astrakhan hats. Enclosed within high and perfectly intact walls, the native town covers an area of about two kilometres in length and one and a half in breadth. Four gates give access to it, and a muddy ditch runs round the ramparts. The gates are joined together by two roads which intersect, and it is on these that the life and business of the town are concentrated. The adjoining streets are quiet, and behind them lie low-built houses, vast open spaces, gardens and fields. It would be almost as easy to bring down the moon as to find a place to sleep in at Liao-yang. The only hotel, the Hotel de Poltava, a miserable place, possesses at most ten beds, which is not to say ten rooms. We, therefore, set off, cost what it might, in search of the French missionary, who lived far off, right at the end of the Chinese town. After many turns and zig-zags we arrived at his house, only to be told by the Chinese who was in charge of it that the priest was absent, eighty kilometres away! What should we do; where to put our trunks, our horses and ourselves? Already night was coming on. Should we have to sleep in the road? Necessity is a bold counsellor; we forcibly availed ourselves of a hospitality which no doubt would have been offered us. In the Father's Chinese house, close to the tiny and poorly-looked church, which has no chairs, merely mats on the bare ground, and in which the altar and the cross do not conceal the nakedness of the walls, we placed our camp-beds in a room which was at once the dining-room and the sacristy.

BEHIND THE SCENES IN RUSSIA.

THE MURDERED M. DE PLEHVE.

THE SECRET SERVICE FUND INTERNAL WAR.

In connection with the assassination of M. de Plehve, Russian Minister of the Interior, the following examination of the disturbed internal condition of Russia by an occasional correspondent of the *Daily Telegraph* is of remarkable interest. In this there is a due appreciation of the responsibilities of the unfortunate M. de Plehve in regard to Russia's repressive domestic policy:—

Russia resembles a vast ocean, in which there are many strong currents flowing in different directions. It is not surprising, therefore, that some of these should run directly counter to the Government, and as this phenomenon has always been reckoned with, it is no novelty to-day. What is, however, a subject of legitimate astonishment is the rapidity with which the current of opposition goes on swelling and extending in spite of the strenuous endeavours of the authorities to stem it.

Twenty years ago the number of the discontented was small, their mental calibre was with few exceptions insignificant, their hold on the masses scarcely perceptible. The peasantry—ignorant, superstitious, and socially crippled by the effects of serfdom—bore their lot resignedly as part of the eternal and immutable order of things, against which it would be foolish to murmur and criminal to kick. Moreover, the peasantry of those days might be likened to a suffering child unable to localise its pain or correctly describe the symptoms of its illness. But all that is changed to-day. The slow spread of religious dissent and of elementary and technical education, the creation of a numerous class of artisans and factory hands, the careful organisation of the working-men, the propagation of Socialist doctrines, which have filtered down from the intelligent layers of Society to the masses, are among the principal causes of that noteworthy change. And it is hardly too much to say that now all Russia is discontented, and therefore criminal, because, as there is and can be no constitutional means of expressing dissatisfaction or giving utterance to criticism, all demands for reform are illegal.

The airing of class and national grievances is a crime in Russia; all joint efforts to set them forth are severely punished, and the people who commit this offence are treated as conspirators. Hence there is no such thing as legal opposition to the Government—all opposition is illegal, forbidden, punishable. If there were no grounds at all for discontent this attitude of the authorities would, perhaps, Russians say, be intelligible; but as there are very real, very tangible,

GROUNDS FOR DISSATISFACTION,

to gag the people is as reasonable as it would be to beat a child for screaming when it is suffering the dreadful torture of rheumatic pains, and the measure is just as efficient. Force cannot suppress the silent do away with truth. How far the grievances of the Russian people are well founded, and to what extent their Government is blame-worthy, it is not the province of the mere outsider to decide; the utmost he can and should do is to state both sides of the question and to note the attitude of each party. And the position taken up by the authorities in this: For ages Russia has thriven under the present system of government; therefore it answers its purpose and suits the nation, and must, consequently, be preserved. But any such far-reaching reforms as the malcontents demand would throw the whole machinery of government into chaos and necessitate not only further but fundamental changes in the political fabric. Moreover, the majority of the people are incapable of exercising to any useful purpose a controlling influence over public affairs. Hence they must be dealt with paternally. To this the spokesmen of the people answer that the masses will never be ripe for self-government if the present state of things endures.

However this may be, the fact is that THE MALCONTENTS, who may be truly said to comprise the body of the people, fall into three classes: the theorists, who confine themselves to more or less openly complaining, and are oftentimes ready to suffer the consequences. These are mostly noblemen, lawyers, doctors, authors, and a percentage of peasants. The second class consists of workmen, who are Democrats or Socialists, and, not satisfied with vain lamentations, agitate and combine, but never have recourse to violence as an approved means of obtaining redress. This party, which is splendidly organised, and is rapidly growing in numbers, possesses considerable influence over the lower classes. The third class are the advocates of violence—the Revolutionists—who, setting their lives at naught, kill here a Minister, there a Governor, and vainly hope that their example will fire the masses to rise up against the authorities, as the French people did in the Revolution—as if a revolution, on such lines, were possible, in an age of quick-firing guns and magazine rifles! Midway between the second and third classes are the hungry peasants, who, rendered desperate by their seemingly hopeless condition, and heedless of theories or systems, burn down the hay-ricks, the granaries, the mansions of the well-to-do classes, eager to destroy the substance of those who hinder them—as they fancy—from having any substance of their own.

War, therefore, is being waged between those three parties on the one side and the Government on the other. It is

A CIVIL WAR.

of a peculiar kind, in which, although silence and secrecy characterise the operations, there are killed, wounded, and prisoners, fire and sword, victories and defeats. Numbers are on the side of the people; money and soldiers and arms on that of the Government. And so long as the authorities possess those resources, especially the army, it would be absurd to talk of a revolution. If some fateful moment the army got out of hand—and as yet there are no symptoms of such defection—the conditions would be different, and the upshot of the struggle

also. For the time being the contest is as unequal as was that between Prometheus and Zeus. To the thinking peasant and workman it is gall and wormwood to reflect that the soldiers who repress demonstrations, and the money which pays for soldiers and for arms, come from the people to be used against the people.

And a good deal of money is spent in that unproductive way. It does not, of course, appear to be unproductive to those who honestly believe that the Russian system of government is the manifestation of God's holy will, but this section of the population is dwindling small. Among the people to whom this money gives employment is a standing army of censors, detectives, "protectors of order," spies, male and female, and subsidised journalists—a race detested by all self-respecting Russians. The person who disposes of the funds needed for these Government scouts is the Minister of the Interior, M. von Plehve, who was formerly head of the police. Now that he is head of the Government he continues to organise

THE FORCE OF SECRET AGENTS

in and out of Russia whose duty it is to watch suspected persons, to worm out the secrets, baffle their plots, and, if possible, deliver up their bodies to the gaoler. For these employees he has a Secret Service Fund, which is growing larger and larger every year, and the income of this sum may be looked upon as a fairly correct standard by which to gauge the force of the so-called revolutionary movement in Russia. No statement is ever published, official or non-official, about the amount of the Secret Service Fund or the nature of the services rendered by those whom it rewards. But recently M. von Plehve wrote a secret report on the subject, which fell into the hands of the People's Party, and the admissions which he there makes are very interesting. But equally interesting is the motive which induced him to write the report.

He was asked by the Imperial Commission of Three to cut down the credit allotted to his department by the estimates for 1904. This Commission of Three was created by the Tsar after the outbreak of the war with Japan, and charged with the work of curtailing, as far as possible, all expenditure already allowed for in the budget, and turning over the savings to the war fund. All the Ministers were therefore asked to give back a part of the credit assigned to them, and M. von Plehve among the number. He, however, replied that of the seven and a half million pounds which his department had intended to spend he would strike out one million; that is to say, £800,000, which had been set apart for making roads, which are indispensable to the peasantry, and a further £200,000. These useful, and, indeed, productive, works he would dispense with, but he could not, he said, allow one farthing to be taken from the Secret Service Fund. With that money and the value received for it the work of the Government was, so to say, indissolubly bound up.

A SECRET REPORT.

In his secret report about the work and the cost of the invisible army which is saving absolutism from democracy, M. von Plehve deals with dry questions of finance. But underlying those business-like calculations there are a number of data which throw a curious light upon the internecine struggle in Russia. Thus, the Minister states that from the year 1883 His Majesty allowed the Secret Service Fund an income of £96,000, which is a large sum for a class of people who are ashamed to show their faces in society and acknowledge their calling. But all those thousands were not actually spent then; the revolutionary organisation was weak, and the body of spies needed was proportionately small. Even ten years ago, when M. von Plehve was himself Chief of the Police, the expenses of that department amounted "only to £57,000 a year." He overcame the revolutionary party, but somehow the need of a larger, and ever larger body of spies and secret agents grew pressing, for Russia is a land of contradictions and mysteries. Thus a new body called "The Section of Safety" and another termed "The Section of Public Order" had to be organised and set to work in Moscow, St. Petersburg, and Warsaw, and the wages of these nocturnal knights eat into the Secret Service Fund very perceptibly. The savings of former years had to be fallen back upon, and the annual deficit amounted yearly to more and more. As M. von Plehve tersely puts it: "The spread of anti-Governmental societies composed of working men and peasants rendered it indispensable to develop in like manner the work of watching and investigating, through agents both at home and abroad."

Six million francs, therefore, or £400,000, are received and spent every year by M. von Plehve in order to hinder the Russian people from manifesting their desire to see a change effected in the Administration. And

THE WAYS AND MEANS

employed by those secret agents are held to be demoralising and infamous by all classes of thinking Russians. To yield up one rouble for these millions to the war fund is, the Minister affirms, "absolutely impossible." Many Russian patriots who hate Socialism and revolution disagree with M. von Plehve, who, in their opinion, is but driving the people into secret conspiracy and open rebellion. The proof of this is the fact that never before M. von Plehve became chief of the police have so many political murders been perpetrated. For secret crime on one side begets secret crime on the other. The records of murder, of attempts at murder, and of political offences generally are very full, and besides the activity of revolutionists, the whole country is passionately in opposition.

Clearly there is an internal war going on in Russia simultaneously with the campaign against Japan. From time to time one hears of an attack and defence, of the burning of property, the killing of officials, the execution of conspirators. The Government possesses an enormous body of police and soldiers, who are employed to put down the movement, and besides these, it has created a secret force, for the maintenance of which M. von Plehve pays annually 6,000,000, from which he cannot, he says, take off a centime. His force grows, he says, his expenses increase proportionately, but the result seems to be that he is defeating his own end. A serious day of reckoning is expected after peace has been concluded—before the war is over—say some—but one hopes, for the sake of Russia and humanity, that these apprehensions are exaggerated.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	...	8600 b. 68 10/
China Traders	...	5 63 s.
Hongkong Fires	...	310 b.
H.K. & Macao Steamboats	...	31 s.
Indo-China	...	109 b.
Star Ferries (old)	...	37 b.
do. (new)	...	27 b.
China Sugars	...	189 b.
H.K. & Whampoa Docks	...	222 b.
Wharves	...	112 s.
Farnhams	...	Tls. 147 b.
Hongkong Lands	...	151 b.
Humphreys Estate	...	124 b.
Green Island Cements	...	291 s.
A. S. Watsons	...	15 b.
Electrics	...	15 b.
do. (new)	...	91 b.
Wm. Powells	...	11 b.

Shanghai advices, of 28th ult., state:—Business done:—Indo China at Tls. 74/76 for July, Tls. 75/ for September, Tls. 74 for October and Tls. 76 for December. Farnham Boyds at Tls. 143 for July, and Tls. 150 for January 1905. Shanghai and Hankow Wharf shares at Tls. 150 cash. Maatschappij at Tls. 297 1/2. Business reported direct: Indo-China at Tls. 74 for July, Tls. 74 for September and Tls. 76 for December. Lands at Tls. 109 cash.

To-day's Advertisements.

PUBLIC AUCTION.

THE Underwood will Sell by PUBLIC AUCTION, TO-MORROW, (SATURDAY), the 6th August, 1904, at 11 A.M., at their

Sales Rooms, Ice House Street, An Assortment of ROLLED GOLD WATCHES, DOUBLE AND SINGLE WATCH CHAINS, LADY'S GUARDS, FANCY GOODS, TEA-SETS, GLASSWARE, &c., &c.

Also One SEWING MACHINE and One SAFE; and

A QUANTITY OF HOUSEHOLD FURNITURE. TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th August, 1904. [91]

THE HONGKONG RIFLE ASSOCIATION.

INTERFIRE PRACTICE.

ARRANGEMENTS having been made with the 93rd Burma Infantry for the use of the Kowloon Range on Saturday afternoons, a SPOON COMPETITION will be held TO-MORROW (Saturday), the 6th instant, at 2.30 P.M.

RANGES:—200, 500 and 700 yards. Seven Shots and One Silver at each range. It is hoped there will be a good attendance of Members.

MOWBRAY S. NORTHICOTE, Hon. Secretary. Hongkong, 5th August, 1904. [92]

THE GREAT SENSATION AND ATTRACTION IN THE EAST. NEVER SEEN IN HONGKONG BEFORE.

SIMON'S GRAND PANOPTICON, MUSEUM, DIORAMA, CYCLORAMA AND WAX-WORKS EXHIBITION. Des Vaux Road, opposite Central Market. TO-NIGHT! TO-NIGHT! TO-NIGHT!!! FROM 6 P.M. TO 11 P.M.

Price of Admission.....50 Cents. Children.....30 " Soldiers and Sailors in uniform.....30 " A. W. SIMONS, Sole Manager. Hongkong, 5th August, 1904. [93]

Intimation.



THE POPULAR SCOTCH

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HER MAJESTY THE QUEEN

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [94]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	13th August.
GLASGOW and LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	22nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "MACHAON" left Singapore for this port on the morning of the 2nd inst., and is due on the 7th.

S.S. "GLAUCUS" left Singapore for this port on the morning of the 3rd inst., and is due on the 8th.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	30th September.

* Taking Cargo for Liverpool at London Rates.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.
	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGRIANG"	6th August.
NINGPO and SHANGHAI	"WHAMPOA"	8th "
MANILA	"TAMING"	9th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th August, at 10 A.M.
PERLA	1980	A. H. Noley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$1. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.
The Steamship on an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton
at 3 P.M. on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong on
the following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Merila, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,300 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey
Meals (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"BEDOUIN" 10th August.
"LOWTHER CASTLE" 25th "
"ATHOLL" 15th September.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 4th August, 1904.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.

ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"CAPRI,"
Capt. Balsito, will be despatched as above, on
THURSDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 3rd August, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 TONS.

will be despatched for LONDON (DIRECT),
on or about 18th August.
Has excellent accommodation for FIRST and
SECOND SALOON PASSENGERS at moderate
rates.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 22nd July, 1904.

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Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA."

Captain F. W. Packham, will be despatched as
above, TO-MORROW, the 6th instant, at
Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 5th August, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG."

Captain E. J. Tadd, will be despatched as above,
on TUESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd August, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"MANCHE."

Captain will be despatched for the
above Ports, on or about WEDNESDAY, the
10th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 4th August, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM."

Captain J. White, will be despatched for the
above Port, on or about SATURDAY, the 3rd
September.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th August, 1904.

Intimations.

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's

DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Voeux Road.
Hongkong, 11th May, 1904.

SPONGES. SPONGES. SPONGES.

JUST UNPACKED A VARIED ASSORTMENT
ofTOILET and NURSERY SPONGES of
Different Sizes and Prices.Quality as regards Durability will speak for
itself.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,
No. 5, D'Agular Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, 30th July, 1904.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT—CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Address—22nd April, 1904.

MANUFACTURED BY
THE BYRON CHEMICAL CO.
SINGAPORE.

TRADE MARK

COURTESY
MEN & WOMEN

THIS IS A non-poisonous
remedy for any venereal
disease and inflammation
of the urinary tract, and
is the only one that
does not irritate the
urinary tract.

SOLD BY CHEMISTS.

Obtainable on request.

MANUFACTURED BY
THE BYRON CHEMICAL CO.
SINGAPORE.

TRADE MARK

COURTESY
MEN & WOMEN

THIS IS A non-poisonous
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is the only one that
does not irritate the
urinary tract.

SOLD BY CHEMISTS.

Obtainable on request.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 3rd August, 100 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 18

" Soup, Tong Yuk 14

" Steak—Ngau Yuk-Pa 18

" " Serjoin—Ngau Lau 26

" Sausages—Ngau Yuk Chung 26

Bullock's Brains— " Know 29

" Tongue fresh—Ngau Li 45

" " Corned—Ham Ngau Li 55

" Head—Ngau Tau 55

" Heart—Ngau Sum 14

" Hump, Salt—Ngau Kin 14

" Feet—Ngau Kark 8

" Kidneys—Ngau Yiu 16

" Tail—Ngau Mei 16

" Liver—Ngau Con 9

" Tripe (undressed)—Ngau To 5

Calves' Head and Feet—Ngau-chai-
tau-koek 75

Mutton Chop—Yeung Pai Kw 24

" Leg—Yeung Poi 24

" Shoulder—Yeung Shau 22

Pigs' Chittings—Chi cheong 16

" Brains—Chi Know 2

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 15

" Heart—Chi Sum 8

" Kidneys—Chi Yiu 7

" Liver—Chi Kon 23

Pork, Chop—Chi Pai Kwat 24

" Corned—Ham Chu Yuk 1

" Leg—Chu Poi 24

" Fat or Lard—Chu Yau 18

Sheeps' Head and Feet—Yeung Tau

Keok 50

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 6

" Liver—Yeung Con 22

Sucking Pigs, To Order—Chu Cha 16

Suet, Beef—Sang Ngau Yau 22

" Mutton—Sang Yeung Yau 17

Veal—Ngau (hai) Yuk 18

" Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 30

Capons, Large, Small—Sin Kai 32

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, at
1 P.M., the Company's Steamship
"OCEANIE," Captain Oliver, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Port of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

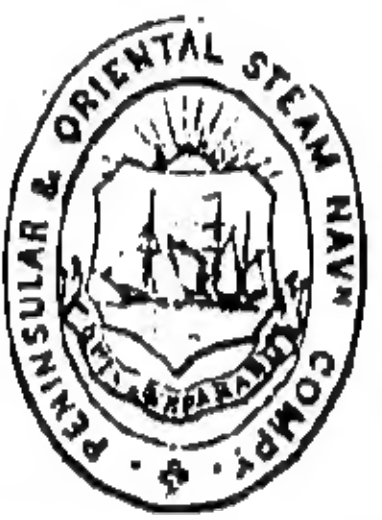
Shipping Orders will be granted till NOON
only on MONDAY, the 8th August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th July, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
PORTS, LONDON AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SINLA"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 13th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "China," 7912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Goods and Valuables, all Cargo for Europe,
and for London (under arrangement) will be
transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, etc., will be
conveyed from Bombay by the R.M.S. "Hallaaral"
due in London on the 26th September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades	3,753	Geo. Wright	Ab. Aug. 11
Shawmut	9,606	W. M. Smith	Aug. 31
Tremont	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	Oct. 1
Tremont	9,606	T. W. Garlick	Oct. 1
Lyra	4,417	G. V. Williams	...

Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut	9,606	W. M. Smith	Ab. Aug. 12
Tremont	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont"
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 28th July, 1904.

Consignees.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., FRIDAY, the 5th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th August, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd August, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SAGAMI,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
7th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st August, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO,
LONDON, AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 1st August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NUBIA,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ, BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Moldavia."

From Persian Gulf, ex B.L.S.N. and B. & P.
S. N. Co.'s Steamers.

From Alleppey, ex S.S. "Rajput."

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 29th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," Page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half year ending 31.12.1903	6 1/2 %	\$660
National Bank of China, Limited	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £68 1/2 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,342	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$64
North China Insurance Company, Limited	10,000	£15	£5	£15,000,000	£15,589	Final of £1 making £2 for 1902	...	£15. 6 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$37,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$31
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000	£5,853	10/- for 1903	5 %	\$109 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,935	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093	\$1,287	\$1.80 & b. 40 cts \$0.90 & b. 20 cts for year ending 30.4.04	6 1/2 %	\$36 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	21/6
Taku Tug and Lighter Company, Limited	30,000	T. £150	T. £150	T. £150,000	T. £865	Interim of T. 1 1/2 for 1904	10 %	T. 30 ex div.
Shanghai Tug and Lighter Company, Limited	200,000	T. £50	T. £50	T. £50,000	T. £55,541	Final of T. 2 1/2 making T. 4 1/2	9 1/2 %	T. 48 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$189
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$5 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	T. £50	T. £50	T. £100,000	T. £1,456	T. 2 1/2 for year ending 30.9.03	4 1/2 %	T. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	Dr. £7,236	No. 12 of 1/-	...	\$74 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£6,671	No. 2 of 1/-	...	T. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Wharves Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$221 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	T. £100	T. £100	T. £100,000	T. £48,153	T. 7 final = T. 12 for year end. 30.4.04	8 1/2 %	T. 146 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$150,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112
Shanghai and Hongkew Wharf Company	20,000	T. £100	T. £100	T. £100,000	T. £22,895	Final of T. 6 making T. 11 for 1903	7 1/2 %	T. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	T. £100	T. £100	T. £100,000	T. £1,760	T. 18 for 1903	9 1/2 %	T. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$62	\$62	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000	\$51,966	Interim of \$6 for 1904	8 %	\$152
Shanghai Land Investment Company, Limited	52,000	T. £50	T. £50	T. £150,000	T. £37,634	Interim of T. 3 for 1904	7 1/2 %	T. 109
Tientsin Land Investment Company, Limited	7,726	T. £100	T. £100	T. £100,000	T. £35	Final of T. 5 making in all T. 9 for 1903	7 1/2 %	T. 125 sales
China Land and Finance Company, Limited	6,000	T. £50	T. £50	none	£636	Interim of T. 2	7 1/2 %	T. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	T. £25	T. £25	none	T. £5,150	None	...	T. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 1/2 %	\$84
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T. £150	T. £150	T. £150,000	T. £655	Final of T. 4 making T. 9 for 1903	6 %	T. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	T. £25	T. £25	T. £15,000	T. £16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	T. £25	T. £25	T. £13,986	T. £1,680	T. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	T. 12 buyers